

THIRTY DOLLARS  
PER ANNUM.

## Entimations

**Bovril Promotes Energy** and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan.

# BOVril

IN THE SUPREME COURT OF  
HONGKONG.

IN THE MATTER OF THE ES-  
TATE OF JOHN DUPREE,  
FORMERLY OF KIU KIANG, IN  
THE PROVINCE OF KIANG SI,  
IN THE EMPIRE OF CHINA,  
ASSISTANT EXAMINER IN THE  
CHINESE IMPERIAL MARITIME  
CUSTOMS, AND LATE OF VICTORIA,  
HONGKONG ..... *Deceased.*

NOTICE is hereby given that the Court has, by virtue of Section 38 of Ordinance No. 3 of 1897, made an Order limiting to the 1st day of AUGUST, 1901, for settling in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said Date.

Dated this 3rd day of June, 1901.  
J. W. NORTON-KYSHE,  
589c] Official Administrator.

THE WANCHAI WAREHOUSE AND  
STORAGE CO., LIMITED.

**A**N INTERIM DIVIDEND at the RATE of FOUR per cent (ONE DOLLAR and FIFTY CENTS per Share) for the Six months ending 30th June, 1901, will be paid on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th July, both Days inclusive.

MEYER & CO.,  
General Managers.

HONGKONG ELECTRIC COMPANY,  
LIMITED.

NOTICE is hereby given that the  
TWELFTH ORDINARY YEARLY  
MEETING of SHAREHOLDERS will be

held at the COMPANY'S OFFICES, No. 4, Queen's Buildings, on SATURDAY, the 6th July, at 12.15 P.M. for the purpose of presenting the Report of the Directors, together with a statement of Accounts to 30th April, 1900, and

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd instant, to the

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,

Hongkong, 19th June, 1907. 1648c  
 THE CHINESE ENGINEERING AND  
 MINING CO., LIMITED.  
 INCORPORATED IN HONGKONG

INCORPORATED 21ST DECEMBER, 1900, WITH  
A CAPITAL OF £1,000,000 IN SHARES  
OF £1 EACH.

NOTICE is hereby given that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is authorised by THE CHINESE ENGINEERING AND MINING CO., LIMITED, (herein called the NEW COMPANY) to issue

to the Holders of Shares in THE CHINESE  
ENGINEERING AND MINING COMPANY, (herein  
called the OLD COMPANY) Provisional  
Certificates for the Fully Paid Up Shares of

Shareholders in the Old Company are

entitled to receive 25 Fully Paid Up Shares of  
\$1 each in the New Company for every Share  
of 100 Tientsin Taels in the Old Company.

and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during Banking hours on or as soon as possible after the third JULY next to enable the New Certificates

The Issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 shares of £r each and Shareholders in the Old Company are requested to intimate on

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each.

Further Information may be obtained from the said Bank or from Messrs. DRUMMOND and WHITE, Company of Shanghai, Hong Kong and Canton.

WANTED.  
A EUROPEAN QUARTERMASTER to

**Apply by Letter only, with Testimonials,**

SECRETARY,  
STAR FERRY CO., LIMITED.  
Hongkong, 15th June, 1901. [666C]

---

WANTED an OVERSEER.

Apply by letter to  
THE SECRETARY,  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO.,  
LIMITED.

Hongkong, 24th June, 1901. [662c]

---

**Notices of Firms.**

---

**NOTICE**  
FROM This Date Mr. ROBERT HAY BERRY  
MITCHELL will be MANAGER of our  
Hongkong Business and will SIGN our FIRM  
Procuration.

H. PRICE & CO.  
Hongkong, 1st July, 1901. [694c  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
DURING my TEMPORARY ABSENCE

from the Colony, Mr. P. DE CHAM-  
RIN will assume the charge of the above  
Company's Agency at this Port.  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1961. 677c

**NOTICE**

WE have This Day authorized Mr. WILHELM NAGEL to SIGN our First

Procuration:  
LEOPOLD SPATZ & CO  
Hongkong, 17th June, 1901.

100



## Today's Advertisements.

THE following "PLAGUE PRECAUTIONS" are published by the Sanitary Board for General Information.

G. A. WOODCOCK,  
Acting Secretary, Sanitary Board.  
Sanitary Board Office,  
29th June, 1901.

### PLAGUE PRECAUTIONS.

#### THE EXCLUSION OF RATS FROM OFFICES AND DWELLINGS.

1. The public are warned that ceilings, wooden skirting-boards and lath-and-plaster partitions afford great facilities for rat-runs, and the Sanitary Board strongly recommend that ceilings should, wherever possible, be dispened with in offices and dwellings on the lower levels, and the exposed beams or joists lime-washed or painted.
2. Skirting should be of cement and not of wood.
3. All rat-holes in walls should be at once stopped up.
4. All gratings to drain-inlets should, wherever possible, be securely fastened, and broken ones replaced without delay.
5. No discarded food should be allowed to lie about in kitchens or yards.
6. All drains and drain-inlets, traps, &c., should be flushed daily with a bucket of clean water.
7. Coolie quarters should be regularly inspected, and strict cleanliness enforced.

FRANCIS W. CLARK,  
Medical Officer of Health.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

#### FOR SHANGHAI.

THE Steamship.

"AUSTRALIAN,"

Captain Helms, will be despatched as above on FRIDAY, the 5th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 3rd July, 1901. [703c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on FRIDAY, the 5th instant, at 4 A.M.

For Freight or Passage, apply to

DOUGLAS LARKE & Co.,

General Managers.

Hongkong, 1st July, 1901. [666c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 3rd July, 1901. [321c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"KAWACHI MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godown at Wharf and Godown, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 10th instant, will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 15th instant, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 3rd July, 1901. [705c]

## Intimations.

### EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (B. HOUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting some deficiency in the construction of the eyes—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness, when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

[1455b]

JUST ORENED.

A FINE Consignment of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTONJEE,

5, D'Almeida Street and 22 & 24, Elgin Road, Kowloon.  
Sole Importers, 1901.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

## SHERRIES.

B.—SUPERIOR PALE DRY,  
dinner wine, Green Seal  
Capsule - - - \$10.80

C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule - - - 12.00

CC.—SUPERIOR OLD DRY,  
PALE NATURAL SHERRY, Red  
Seal Capsule - - - 12.00

D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule - - - 14.40

E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) - - - 20.40

B, C, and CC are excellent dinner  
Wines and suitable for invalids and  
delicate stomachs. D and E are  
after-dinner Wines of a very Superior  
Vintage. ALL ARE TRUE XERES  
WINES.

Small quantities are supplied at  
proportionate whole sale rates.

We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorized Agents at the Coast  
Ports.

A. S. WATSON & CO. LIMITED,  
THE HONGKONG DISPENSARY.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 3, 1901.

## NOTES AND COMMENTS.

### The V. R. C.

The report of the Victoria Recreation Club, which we publish elsewhere, is not particularly pleasing reading for the average Englishman. The British have always justly prided themselves on the love of sport of all descriptions. Wellington said that the battle of Waterloo was won on the playing fields of Eton, and sayings of a similar nature could be quoted wholesale. Yet it seems in Hongkong that sport is upon the decline. Read the report of the Recreation Club and it is very evident that there must be a great falling off in the popular interest in rowing, swimming and athletics generally.

What is the cause of it all? Surely it cannot be simply because the Club premises have been temporarily removed to the Kowloon side? In England devotees of sport have to travel much greater distances to reach their gymnasium, bath-house or boathouse as the case may be, but they cheerfully trudge away to it evening after evening, and as the old hands become too stiff in the back for violent exertion there are always plenty of youngsters to supply their places and keep the ball rolling. Here, however, matters seem to be different. Ten years ago we had a splendid lot of athletes amongst us, but as they have dropped out of the ranks one by one it seems that there is nobody to come forward and carry on in their places. What is the reason of it? Is it because the youngsters have not received sufficient encouragement from their elders, or is it that the class of youth we get in Hongkong nowadays is physically unfit?

We are afraid that a good deal of the blame lies at the doors of the youngsters themselves, and still more is to be attached to the training they receive here. They are allowed to grow up too soon and that not in a healthy way. There is a great deal too much of the blasé roué about them for our taste, and we think they would be vastly improved if they paid less attention to the set of their collars, the talking of scandal in bars and billiard rooms, and in aping older people. There is far too little of that frank boyishness which one sees at home in the rising generation. Our boys leave school and become worn out old men immediately, with more of a taste for whisky and bad cigars than for healthy and improving sports and pastimes. It is an unpleasant truth, but it is nevertheless true. If it were otherwise the report which we refer to would not be such dismal reading. Let some of the oldsters take the youngsters in hand and lick them into shape a bit.

## WEATHER REPORT.

The Observatory report says:—  
On the 3rd at 12.10 p.m. the barometer is inclined to rise in S. China where, however, pressure is still in defect. Gradients slight to moderate for S. and S.W. winds in S. China, and the N. part of the China Sea. Forecast:—Fresh to moderate S.W. wind, squally, rainy.

## TELEGRAMS.

### SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

### SAD BATHING FATALITY AT SHANGHAI.

#### TWO BOYS DROWNED.

(From Our Own Correspondent.)

SHANGHAI, July 3rd.

Two boys named Scott and Dromer, aged fourteen, have been drowned whilst bathing.

### SUICIDE OF AN ITALIAN PETTY OFFICER.

A petty officer of the Italian cruiser *Vittor Pisani* was reduced to the ranks. He then deserted here and, in order to avoid arrest, committed suicide.

### COLLISION AT WOOSUNG.

### "PELEUS" AND "CREFELD" BADLY DAMAGED.

A collision has occurred at Woosung between the German transport *Crefeld* and the Blue Funnel steamer *Peleus*. Both vessels are said to be seriously damaged.

Received 4.45 p.m.

Published 5.30 p.m.

## REUTER'S TELEGRAMS.

### PRO-BOER MEETINGS IN ENGLAND.

LONDON, July 1st.

Attempts to organize Pro-Boer meetings throughout the country have not been successful. Violent scenes occurred at Leeds, where the speakers were escorted to their homes by the police, followed by huge threatening crowds.

LATER.

### EARL RUSSELL TO BE TRIED FOR BIGAMY.

The trial of Earl Russell for bigamy will take place in the Royal Gallery of the House of Lords on the 18th instant, before the Lord High Steward.

### THE BOERS IN CAPE COLONY.

Fouches's commando, whilst seeking remnants, entered the Transkei territories, which have hitherto been tacitly excluded from the operations by both sides, because native.

## LOCAL AND GENERAL.

H.M.S. *Centurion* left this afternoon.

The West River is still rising and Wuchow stands some little chance of becoming uninhabitable, there being 1 ft. of water in some of the streets.

MEMBERS are requested to note that the Annual General Meeting of the Victoria Recreation Club will be held in the gymnasium at Kowloon on July 11th at 5.30 p.m.

THE open-air concert that was to have taken place at the Volunteer Headquarters this evening has been postponed on account of the weather, to Monday next, the 8th inst.

The incident reported lately in several papers, which we published a few days ago, of one of the N. Y. K. steamers being fired upon by two British warships, appears to have been a stupid hoax. We enquired at the Company's office here, and they say it is a simple invention.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

H. R. W. \$15

"Dick" 5

We shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery copies.

AN FOO, the Chinese desperado mentioned a few days ago in these columns, says the *Manila Times* of the 27th ult., left for Hongkong yesterday on the *Perla*. He will be tried there and then sent on to Shanghai, where another long list of charges await him. It is expected that in Shanghai Ah Foo will meet his deserts and be turned over to the hand of the Chinese executioner.

MRS. Nation, of whom we have heard so much lately in connection with salmon smashing, and other rabid teetotal demonstrations, has apparently been imprisoned as insane. We don't wonder at this. An American paper says:—"There seems small doubt that she is mentally unbalanced. She talks incessantly even while writing, and recently has shown some violence, calling to every one who passed the jail, and sending out some stinging remarks, missing no one. At times a crowd sufficient to block the street was gathered, while her talk became a harangue decidedly violent in nature. It became necessary to move her to the rotary inside the jail. This was arranged to allow her access to a large room and a bathroom, but this incensed her to violence, abusing every one."

Society in India was lately disturbed over the origin of the term "grass-widow," and a considerable amount of research has been directed to the subject. So far the inquiries made have succeeded in tracing the word back to the year 1844, when it was used in *The Calcutta Review*. In the opinion of qualified philologists the term is a corruption of the much older one "grace widow." This is derived from *vitula de gratia*, which may be interpreted literally as "widow by favour."

PUMPING operations started yesterday on the sunken dredger and were very effective in finding out fresh leaks that were not known of before. These are being stopped as rapidly as possible, and it is fair to suppose that if no more are found, and the pumps act, and the connections hold, and the water can be lifted, and the hull does not tilt, and the wooden superstructure does not carry away, the dredger will in all probability rise. At any rate she cannot go any further the other way.

REFERRING to the recent case in Hongkong of falsifying a steamer's load-line, the *Singapore Free Press* says ten years' rigorous imprisonment would not be too much. If the law does not provide a personal but a pecuniary penalty for this it should be made to do so as soon as possible. If the vessel had foundered, and the lives of those on board this "coffin ship" had been lost, all evidence of the falsification would have disappeared, and the criminal charterer would have sat smiling smugly as he pouted his insurance money.

THE *Penang Gazette* is afraid that Penang is becoming a regular port of call for tramps or beachcombers. It gives the names of several places which supply these undesirable visitors, and among them is Hongkong. We have ourselves had personal experience lately with two men of this class, who most certainly never intend to work if they can help it. We would call the attention of our contemporary, since they are interested in the matter, to a letter by one of the fraternity in our yesterday's issue, and a short loan in to-day's paper.

A RECENT *Siam Observer* says the confidence trick was somewhat clumsily played in Bangkok the other day. The case is that of two men, one of whom picked up a coloured label in the presence of an ignorant woman. The two quarrelled over the ownership of the label, which they made the woman believe the label was. Eventually they induced her to become the possessor of the "note" upon her parting with two gold wristlets and 6 ticals—all the money she had with her at the time. The police were duly acquainted with the fact and in a very short time captured the pair, who are awaiting trial.

A COUPLE of weeks ago, says the *Bangkok Times*, a Siamese was digging in the grounds of the tile factory at Ban Haw, near Ayuthia, when he dug up an earthenware jar containing ancient silver coins. All of them were of the period when Ayuthia was the capital of Siam, and they consisted of suangs, salungs, and two salung pieces. The man took the jar home, burned some joss sticks, and thought himself very lucky—apparently the Government does not claim such treasure trove. Alas! a day or two after a thief stole the jar with all its contents, and he has no clue as to the identity of the thief. It is much to be regretted that the coins were not secured for the Museum.

WITH reference to "Beachcombers" letter in last night's issue, if, as he affirms, there are numbers of men, good seamen, knocking round the town, unable to get work, we might point out that an advertisement for a European Quartermaster to superintend the "Star" Ferry boats is now appearing in our columns. It would appear that either "Beachcomber" is not quite so anxious to obtain work as he says he is, or else he is not really an efficient seaman. If there were any really competent seamen in the Colony in want of work, there would be no need for such an advertisement to appear for over a week, as, surely, any respectable man who could steer well, and had some knowledge of boats would have taken up the post before now. We are afraid that most of the loungers at the street corners are looking for work, and—hoping to God they won't get it.

IN Bangkok the materials composing the fort opposite the terminus of the Korat railway, are at present disappearing into boats on Klong Kut Mai, says the *Bangkok Times*. There are many other similar forts in Bangkok and about Siam; that will, no doubt, be removed as the material can be usefully employed. And a good job too, for it cannot be said that these erections are even picturesque. The removal of the one near the Church of the Holy Rosary would afford a large open space of ground, and would enable a much needed improvement to be effected in the carriage drive down to the river at this point. The old city wall is also bound to go, for it is neither useful nor ornamental, and it takes up a good deal of room. But in all probability it will be removed bit by bit as improvements are desired. The piece already removed effected a very noticeable improvement.

AN exchange says:—The biological system of treating sewage is to receive a trial on a large scale in Bombay. The Commissioner has written an important letter to the Municipality on the subject of the drainage of a part of the city. In one of the parts to be dealt with a septic tank is to be constructed to contain one day's flow, or 300,000 gallons, of sewage. Besides the tank there will be bacteria beds, which will be filled automatically—a change of filters being required to supply the bacteria with the necessary oxygen. The gas which emanates from the septic tank is to be used to illuminate the installation at night. The biological system is also to be applied by the Corporation to the villages of Vadalla, Khara, and Gowari, and here only an open septic tank is to be used. The effluent from this tank is to be utilised for the irrigation of sixteen acres, and the annual establishment cost is expected, will be more than covered by the yield of the farm. These are important departures, and will be watched with much interest.

## FAREWELL TO "ADMIRAL" SEYMOUR.

### DINNER AT GOVERNMENT HOUSE.

Last night Admiral Sir Edward Seymour was entertained at a dinner given in his honour by H.E. the Governor, Sir Henry A. Blake, G.C.M.G., and a distinguished company was invited to meet him and bid him farewell on the eve of his departure from the China Station, where he has done such good work. The guests were received in the drawing-room of Government House and dinner was served in the ball-room, the tables being laid in the form of three sides of a square, H.E. the Governor and the guest of the evening being seated in the centre of the base. The following took their seats at the table:—

H.E. the Governor, Admiral Sir E. H. Seymour, Maj.-Gen. Gascoigne, Mr. Bell Irving, Commodore Powell, Sir Thomas Jackson, the Bishop of Victoria, Colonel Perrot, Hon. J. Stewart Lockhart, C.M.G., Captain Jellicoe, Captain Liddell, Col. The O'Gorman, Captain Murray Runney, Hon. W. Chalmers, Hon. Dr. Ho Kai, Col. Kettleick, Capt. Pakenham, Col. Berrie, Major Littledale, Capt. Tuke, Commander Borrett, Mr. Wilcox, Mr. Veitch, Mr. Turner, Hon. J. Thurburn, His Honour A. G. Wise, Hon. T. H. Whitehead, Col. Hughes, Hon. F. H. May, Major Kettlewell, Capt. Trefisio, Col. Welchman, Mr. Taylor, Mr. E. H. Sharp, Staff-Surgeon Vasey, Mr. Norton Kyshe, His Honour T. Sercombe Smith, Deputy Inspector General Drew, Hon. A. W. Brewin, Col. Wheeler, Mr. Ritchie, Mr. Irving, Capt. Orpen, Mr. Francis, Col. Teversham, Mr. Poate, Hon. W. Messer, Mr. Wei Tuck, Mr. H. E. Pollock, Mr. Fair, Dr. Bell, Capt. Ward, Mr. Van der Horst, Mr. C. S. Sharp, Mr. G. Liles, Mr. Motton, Mr. R. F. Johnston, Capt. Sanders, A.D.C., Lieut. Blake, A.D.C., and the representatives of the Press.

The dinner was enlivened by the strains of the Band of the Royal Welch Fusiliers, and after dessert the loyal toast of the King, the Queen, the Duke and Duchess of Cornwall and York and the rest of the Royal Family were fittingly proposed by H.E. the Governor and loyally responded to.

The next toast was that of "The Navy, Army and Volunteers" which was very happily proposed by Sir Thomas Jackson. He said that it was such a very well worn toast that it was difficult to find anything fitting to say. He thought he could do better than recall a little story which appeared in *Punch* the other day, in which an old boy was revisiting his school and was talking with the porter, who said, "Yes, Sir, the school's changed, the chapel's changed, and the masters is changed, but there was no better illustration than that of the spirit which pervaded the Army and Navy. There were no changes had taken place in every way, but the men were still the same. We had now quite as good stuff in our men and officers as in the days of Wellington, Nelson or Marlborough, and he trusted that the great inheritance which had been handed to us by them would, by favour of a Divine Providence, be greatly magnified. He felt Admiral Seymour, the guest of the evening, to the tender mercies of H. E. the Governor and coupled his toast with the names of General Gascoigne and Commodore Powell. The toast was received with great applause.

General Gascoigne, in replying, dwelt upon the South African war and pointed out that the Army had been very freely criticised, but the senior officers of the Army welcomed any criticism which would result in improvement. He hoped, however, that any reforms would not touch the regimental system or soldier, either regular or volunteer. (Applause.) As Sir Thomas Jackson had pointed out things had changed greatly of late, but we had seen that our boys were still the same and he was proud to say that the Volunteers had proved themselves worthy to fight side by side with the best of our Regulars. He might perhaps be trespassing on Commodore Powell's province, but he could not let the occasion pass without referring to the cordial co-operation which had existed between the Army and Navy in Hongkong; it had been, of late, more marked than ever. He was now in possession of a letter from Admiral Seymour thanking him and those under him for their co-operation in the late crisis, but perhaps the boot was on the other leg. The kindness was most solid and distinct advantages from the Navy. He looked back upon the two and a half years he had served under Admiral Seymour as the happiest and most satisfactory of his life. (Applause.)

Commodore Powell's reply was a most humorous one. He said that the history of Hongkong had been bound up with that of the Navy for the last sixty years. He had always found the Hongkong people most kind, as witness the grand reception accorded to the *Terrible*. But he was afraid that the days of the Navy were passing in Hongkong. The Polo Club galloped over their ground, the people wanted to take their horses to Hill and throw it into the sea, and were scheming to move the whole of the Navy to the other side of the Harbour. His predecessor had approached the Authorities for a piece of land on which to build the house in which he, the speaker, was now so comfortably lodged, and it had been given him for one dollar a year. Now, when he went and asked the Authorities for a bit of ground they immediately began to talk about so many dollars a foot that he was afraid, after he had made most abstruse calculations, to send home the awful figures at which he arrived. Evidently times had changed. But the Colony was always kind to the Navy. He had got a promise from the Admiralty that if he could raise money for a canteen they would put down dollar fifty dollar. Ten thousand dollars had been raised, got together and he was proud to say that eight thousand of it was subscribed by the Colony. Hongkong was always ready to help the Navy, and so assured was he of the fact that he thought the best thing the Navy could do would be to make up its mind not to be turned out, but to remain this side of the Harbour. (Laughter and Applause.)

His Excellency then rose and, amid a good deal of laughter, pointed out that in the exuberance of applause with which the toast was proposed, everybody had overlooked the fact that he had never been drunk. The omission was most enthusiastically repaired.

H. E. the Governor then rose and proposed the toast of the evening, saying he now asked all to join him in drinking the health of his valued friend and guest, Sir Edward Seymour, and in wishing him God-speed on his retirement from this important command. He had filled for the past three and a half years such brilliant success. Entering the Service during the threes of the Crimean War, Sir Edward Seymour received his baptism of fire in the Black Sea, and from that time to this he had never been for many years together beyond the sound of the shotguns, whether on the coast of Africa, where he was wounded, in the Egyptian War, or three times on active service, on what must now be to him the well-known coast of China. During this last period of service, on the coast of China, Admiral Seymour's command had embraced probably the most thrilling period of the history of the Chinese Empire with Western Nations. Fifteen months ago China seemed to be in a usual state

of practical quietness. Now and again there were incidents that might be regarded as normal evidences of sub-acute irritation. But there was nothing to show the world at large that the Boxer Movement in Shantung would involve almost all the northern provinces devastated in the carnival of blood that time down to a recent period. When those urgent messages of the 8th and 9th of June came to the fleets of the eight nations lying at Taku that the Legations were in grave peril and help must come at once or it would be too late, no time was lost in landing two thousand men, of whom 900 were British, and of this column Admiral Seymour took command. The history of that gallant attempt to relieve the Legations they had all read; the hurried advance in which not a moment was lost; the evident belief of everybody that Boxer opposition would melt away like mist before the sun; the discovery that the railway was destroyed in front and broken up in rear while the column was attacked with a fierce courage and pertinacity that proved how little we knew the possibilities in China when the people were roused to a state of fanatical frenzy. For seven long days the column fought its way back, attacked day by day by Imperial troops, who had now joined the Boxers, pounced by horse artillery that they could not reach, and slowly dragging the junks laden with their ever-increasing tale of wounded over the shallow waters of the Peiho. Every village and town was doggedly defended and had to be taken by assault. At the assault upon the large town of Pitsang the Admiral lost for a time the service of his flag captain and right hand man, Captain Jellicoe, who fell clean through the lung, but whom he welcomed among them that evening once more hale and sound. (Applause.) At length, weary and fagged, with ammunition expended and almost the last ration consumed, the column flung itself into the Arsenal at Tsi-ku—that was gallantly carried by a charge of British marines under Colonel Johnstone, (Applause.) where it found supplies of rice and stores of ammunition that enabled them to repel the continued attacks upon it until its ultimate relief by a column from Tientsin, when it returned, having lost one seventh of the force in killed and wounded. It was a gallant attempt, and the undoubted courage of the unceasing attacks was the measure of the valour of those who brought it to a successful issue. Admiral Seymour gave another proof that in him England possesses a man with all the best qualities of a leader—quickness in command, courage in action, and coolness in difficulties. Unsuccessful as was that attempt it was gallantly made, and in looking back upon the episode, Sir Edward Seymour might well remember Addison's couplet:—

" 'Tis not in mortals to command success,  
But we'll do more, Sempronius, we'll deserve it."

So much for Sir Edward Seymour as a warrior, but history would assuredly one day tell how deeply we are indebted to him for the statesmanlike qualities that have done so much to assuage the difficulties of the past twelve months. He would say nothing of an iron hand, but surely an iron determination to support the dignity and the interests of his country was never clothed in more courteous exterior, and he believed that Sir Edward Seymour would carry away with him the friendship of the great Viceroy on the Yangtze, whose attitude of true patriotism during the late trying times ought to earn for them the deep respect of all right-thinking men. Personally he thanked Sir Edward Seymour for the readiness with which he had always met every request from him as to precautions for the protection of the trade of Hongkong in the West River, and he wished him, as he knew all did, God-speed and a long life of further usefulness in the noble profession of which he was so brilliant an ornament.

Admiral Sir EDWARD SEYMOUR, who was greeted with prolonged applause, said:—He rose with much pleasure to thank those present for the very friendly, and yet, he must say, to his feelings expressions with which he had kindly proposed his health, and also to thank them most sincerely for the extremely kindly way they had drunk the toast. It would be still more difficult for him to find words to express his feelings with regard to the position of last year, to which His Excellency had so kindly alluded. Anything that happened on that occasion was due more to the services of those who were with him, and let it be clearly understood that he referred equally to the forces of our own country and to those of the seven other nations who were with us. (Hear, hear.) The unanimity existing on that occasion was perfectly remarkable, and possibly almost unparalleled in the history of the eight nations brought together under such circumstances. He thought the whole position was well summed up in what Shakespeare has said:—"One touch of nature makes the whole world kin" (Applause). He should leave China with very agreeable recollections. It was forty-four years since he first came into the harbour, possibly



meant. They were both well known to him and he had the greatest regard for them. They were noble gentlemen, and the fact that they were applying their ruling to the benefit of China, and would tend to the preservation of peace and that good feeling and harmony which ought to exist. He would only ask His Excellency and his guests again to accept his deep gratitude for the way in which his health had been proposed and also for the way in which they had received the toast. It would be amongst the most pleasant recollections of his life, the evening he had spent amongst them. (Prolonged applause.)

On the initiative of Sir Thomas Jackson, the company rose and sang "For he's a jolly good fellow," and gave three ringing cheers for Sir Edward Seymour.

This was the last toast, and the National Anthem having been played, the company dispersed.

#### THE CHINA ASSOCIATION.

This afternoon Admiral Seymour was entertained at a farewell dinner by the members of the Hongkong Branch of the China Association at the Hongkong Club. About forty sat down, amongst the guests being H.E. the Governor, Major-General Gascoigne, The Acting Chief Justice, Captain Jellicoe, R.N. and Commodore Powell.

After a very excellent dinner had been discussed, Mr. J. J. Francis, K.C., the Chairman of the China Association, rose and proposed the health of the King, followed by the toasts of Queen Alexandra, the Duke and Duchess of Cornwall and York, and the rest of the Royal Family, and His Excellency the Governor.

Mr. Whitehead then proposed the health of the Army, Navy and the Auxiliary Forces. He dwelt upon the great services recently rendered by their distinguished guests and went on to point out how valued the co-operation of the sister services had been in respect to Sport. Referring to the ruinous of war and wars with which we had been beset of late, Mr. Whitehead said that so long as we had gallant leaders like Admiral Seymour and General Gascoigne for our men, we could continue to treat them lightly. He pointed out how we had learned numerous lessons from our wars and had modified our armaments accordingly, but in his opinion, the coming war was to be one of commercial supremacy and we must prepare to take our part in it manfully, but whether we were so prepared remained to be seen. Other countries were rapidly pushing ahead, as he had seen in his recent journey round the world, particularly the Americans. He thought that we wanted leaders to stir us up for the struggle. It was time for us to be up and doing and ready for any emergency, as we had seen the case with the Army and Navy. With the toast of the Army he begged to couple the name of General Gascoigne, with the Volunteers that of His Excellency the Governor, their Honorary Colonel, and with that of the Navy the gallant Captain Jellicoe, whom everyone was so pleased to see there in spite of the fact that he had been recently shot clean through the lungs.

General Gascoigne, in replying, said that during the last eighteen months interest had been centered to a great extent in the Army, which had been praised and, at the same time, subjected to some severe criticism, some of which was no doubt deserved. Yet he still thought that we had reason to be proud of our Army and he begged his hearers not to regard him as an old fogey adverse to all reform. He had in his time seen many wise reforms instituted and he was sure that all officers wished to render themselves worthy of the trust reposed in them. Englishmen were somewhat curious. When they saw defects they were disposed to make a great outcry, when repaired them, and kept them as they were. The English were rather disposed to run away with false impressions picked up by the man in the street. Then along came a politician and, in many instances, a great deal of good was undone with nothing being accomplished. He urged all present to do their utmost to help the time-expired soldier. By doing this and so keeping up voluntary enlistment they would do a lot towards saving off conscription, which must otherwise come. All should take their share in lending a helping hand to old soldiers.

Capt. Jellicoe dwelt upon the great changes which had taken place in our China Squadron in Admiral Seymour's time. Changes were also taking place in Hongkong and there seemed to be an increased inclination to push over to Kowloon. But all these changes had not brought increased facilities for the fleet here, though he was pleased to see that Mr. Chater, whose absence they all so much regretted, had a scheme on hand by which he hoped not only to benefit the Colony but the Navy as well. In fact he thought that Mr. Chater's scheme was prompted by consideration for the needs of the Navy. Other changes were also of immense interest, notably the great interest aroused in the shooting of the fleet. At Wei-hai-wei all the ladies turned out to see the ships shooting and he hoped that when next he came here he would find the shores of Deep Water Bay lined with ladies watching the firing of the ships. But the rifle, we had been shown by the Boer War, was also a weapon which had to be considered, and he was pleased to see that there was a scheme on hand for providing the Navy with a better range. (Applause.)

H.E. the Governor said that he was pained and surprised at being called upon as the only officer of the Volunteers present to reply to the toast. When he came here the Volunteers were but a hundred and twenty strong while now they numbered over three hundred. He did not like seeing so many young men present and no Volunteer officers amongst them. Mr. Francis then rose to propose the toast of the day. He said that they were met there on behalf of the China Association to wish God speed to Admiral Seymour and to thank him for the great services he had rendered to the Crown and to them during the three and a half years he had commanded on the Station. He had not merely to be thanked for his performance of his ordinary duties as Admiral, but for special services rendered during the last eighteen months, many of a diplomatic form, which he had successfully accomplished. One particular duty they had, and that was to try and relieve the besieged in Peking, the prompt manner in which it was undertaken and the tactful manner in which he approached the commanders of the other Powers on the subject, and the energy with which the undertaking had been carried out. The expedition, although it did not attain its object, could not be looked upon as a failure. Everyone present would join with him in saying that it cleared the way for the subsequent successful expedition and impressed the Chinese. If no doubt encouraged the besieged and saved them by encouraging the more moderate amongst the Peking Chinese and creating dissensions amongst the anti-foreign ranks. But for this diversion the Legations and occupants must have all been swept away. It had been said that the greatest military authorities in the world viewed the expedition as a mistake. If that was so he hoped that the British would long continue to make such mistakes. It was just this promptitude to act and failure

to pause and weigh consequences which had made what was done, and had, ninety-nine times out of a hundred, carried us to victory in what seemed hopeless cases. (Applause.) He was sure that nobody here would forget Admiral Seymour, and the China Association had but one request to make to him, which was that when he was at home he would make use of the many opportunities which would doubtless occur to promote the interests of commerce, shipping and traders in China. All that they asked for was the removal of obstacles to trade and for strict adherence to the treaty obligations of 1860. Inland seizures must be done away with, free passage for goods to the interior secured. The long existing system of squeezing now prevented the trade almost impossible. He feared that the results so far attained during the last eighteen months would be liable to do more harm than good, as no purely commercial question had been touched upon. If the Admiral would lend his good offices in this furthering their interests he was sure they would be thoroughly grateful. He also hoped that he would urge upon the Naval Authorities the great advantages to be derived by shifting the Naval Establishment to Kowloon, which would give Hongkong a united city and a continuous praya.

Sir Thomas Jackson then called for three cheers for Admiral Seymour, which were heartily given.

The Admiral made but a short speech in reply. He expressed his great pleasure at being entertained in such a hearty manner, which went a great way to console him in his regret at leaving China. He might or might not be able to do something to further their interests at home, but they might rest assured that he would never be able to forget them and that whatever he could do would be a pleasure. They must, however, remember that the honour of the flag must come first. After that came commerce, which had been the greatest factor in the building up of our position. The Admiral then referred to Hongkong and Shanghai as the two great commercial centres of the Far East, and went on to say that Hongkong was and always would be looked upon by the Navy as their great base. It was, in fact, a little bit of England with an English Governor, officials and institutions. As for the shifting of the Naval Yard to Kowloon he thought it would be a good thing, and he hoped that as in future years we walked the continuous praya to which Mr. Francis had referred, we would gaze across the harbour and see that the navy was not quite lost to sight, though still in memory dear. In conclusion he thanked those present for the great honour he had been paid, and assured them that anything he could do in furthering British interests in China would be not only a duty but a pleasure.

Mr. Francis then asked all to rise and join in wishing the Admiral bon voyage and prosperity, and the proceedings terminated by the singing of "For he's a jolly good fellow," as he unbowedly left.

We wish the Admiral and his ship's company a pleasant voyage and a rattling good time at home, while enjoying the leave they have so well earned.

#### VICTORIA RECREATION CLUB.

We make the following extracts from the report of the above Club for 1900.

**BOATS.**  
The following is a list of Boats at present the property of the Club:—5 Four-Oared Boats, 5 Tubs, 3 Gordon Gigs, 2 Dinghies and 1 Half-Tub all in Good Condition.

**BOAT-HOUSE.**  
In the early part of the year, the Old V. R. C. Boat-House was closed, and the Club transferred to temporary makeshift premises erected, with the kind permission of H. E. the Governor and Commodore Powell, at the South Corner of the Briquelette Factory.

**ROWING.**  
Interest in this form of sport seems unfortunately to be on the wane. This is largely accounted for by the New Premises not being so conveniently situated as the old ones at Murray Bay. The Annual Regatta, usually held in December, was abandoned this year, there not being a sufficient number of oarsmen to guarantee success.

**BATH-HOUSE.**  
The Committee have much pleasure in confirming the statement, already announced unofficially, that a grant of land on the Naval Reclamation has at last been sanctioned by the Admiralty, and the Committee anticipate, if the work is pushed on, that the Club will be in a position to erect a new Club-house, with bathing facilities, in a couple of years. While others have assisted in securing this site in lieu of the old one, the Committee consider it right and fitting to acknowledge the energetic advocacy of the claims of the Club by Commander W. C. H. Hastings, who has been our popular Chairman for several years. The best method of carrying on the Club in the interval has given your Committee considerable trouble. Lack of accommodation in a central and convenient position near the city must militate against the best interests of the Club; but we would remind members that the present inconvenience was unavoidable and is only temporary. During the past year, the Club premises were removed to Austin Road, Kowloon, where a magnificent site was kindly granted by the Colonial Government, while Commodore Powell, with equal consideration, allowed the use of the Naval frontage for bathing and bathing purposes. The Committee lost no time in erecting a commodious shed. Unfortunately, the typhoon of the 10th November last destroyed the shed, and consequently, the additional expense had to be incurred in rebuilding it. The Aquatic Sports, held on the 20th, 21st and 22nd September last, were carried out in a successful manner, and in the presence of His Excellency the Governor, Sir Henry Blake, the Hon. J. H. Stewart Lockhart, Colonial Secretary, Commodore Powell, and a great number of ladies and gentlemen. The most successful competitors were the brothers Alves—Mr. A. Alves winning the Championship of the Colony and Mr. A. E. Alves the Championship of the Club. Our thanks are due to Mrs. Powell for kindly attending to distribute the prizes, and to the subscribers for their liberal contributions to the prize fund.

In October last, invitations were sent out for a public swimming competition (handicap), distance 200 yards. Only two competitors from the general public came forward, the remainder being members of the Club. The race was won by Mr. H. E. Moon, Mr. A. E. Alves securing second place; both of these gentlemen received gold medals.

**GYMNASIUM.**  
No competitions were held in the Season of 1900. The classes were fairly well attended. The removal of the Gymnasium from Murray Pier to Kowloon has interfered with the Classes, but these are now resumed in the new building, under Staff-Sgt. Cusack. Owing to the lack of interest shown last year, and the want of support this year, the Athletic Sports were not held as usual.

**REPORT OF THE BAR SUB-COMMITTEE.**  
In presenting the Annual Report, the Bar Committee regret that owing to the removal of the Club premises to Kowloon, the return is not so satisfactory as in former years.

#### HIGHWAY ROBBERY.

Another of those daring robberies from the person that have been so frequent of late occurred last night. Mrs. K. Sparling, employed on the *America Maru*, came over from Kowloon with her friend Mrs. J. J. Thompson to visit a family at Happy Valley. The two ladies engaged rickshas and proceeded Eastwards, along the front about 7.30 p.m. yesterday evening. When about half way between the Praya East Hotel and Jardine's Sugar Works, a Chinaman suddenly sprang up at the back of Mr. Sparling's ricksha, and, reaching over, struck her on the chest, at the same time snatching and carrying away a gold watch which she had pinned to her blouse. The rickshas were stopped and a hue and cry raised. The two coolies, followed by Mrs. Sparling and Mrs. Thompson, chased the thief, who ran in the direction of Wild Dell. Mr. Bently, who happened to be passing, joined in the pursuit, but the robber was too swift of foot and got safely away out of sight.

The matter was at once reported to the police, who no doubt are using every exertion to trace the culprit, but it is needless to say there has been no arrest.

It is particularly hard on Mrs. Sparling as the watch was a very handsome, double cased gold one set with a diamond in the back case, and presented to her as a Christmas offering by the officers of the *America Maru*, suitably engraved.

Mrs. Sparling on starting in the ricksha noticed a man hanging at the back who, on her looking round, ran off across the open space. This man was dressed in dark trousers and light jacket, the same as the snatcher of the watch.

#### LAUNCH OF A WATER BOAT.

This morning a new Steam Water Boat was launched from Messrs. W. S. Bailey & Co's Works. The vessel is to the order of The Hongkong Steam Water Boat Co., Ltd. and is 100-feet long, with compound engines having cylinders 10" and 20" diameter, 14" stroke, working at 120 pounds pressure. She is strongly built of teak with steel water-tight bulkheads and stucco, and carries 170-tons fresh water. A powerful Worthington pump is fitted on deck for rapid delivery of water from all compartments, and the usual accommodation is provided for the crew and stores. Messrs. Bailey & Co. have also under construction two other steam water boats besides several launch launches, and they have added to their works a patent slip and a new boiler-makers shop.

#### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

#### A MILITARY COMPLAINT.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
SIR,—May I trespass on your valuable space to bring the following facts to light—facts which apparently require explanation.

1.—Owing to Medical recommendations, marching order is not allowed to be worn by troops in Garrison during the Summer months and even prisoners in the Military Provost Prison are not allowed to be paraded in that order.

2.—The General Officer Commanding in China has just issued an order, forbidding the troops in Garrison to engage in any outdoor sports before 5 p.m., owing to the excessive heat.

Under these circumstances it certainly seems strange that the men of the R.A.M.C. should have been paraded in this order 3 times in the last four weeks. Once at 2.30 p.m. and twice at 8.30 a.m. neither of which times of the day are remarkable for excessive coolness.

Personally I should consider that the discomfort of standing in the oppressive heat with straps braced tightly round your chest etc. in a cramped and unnatural attitude would be more calculated to cause sickness than any outdoor sports, played in suitable costumes.

Possibly the explanation may lie in the fact that the persons responsible for the men parading in this order do not wear the valise etc. themselves.

I think if the G.O.C. was aware of these parades they would be promptly stopped, as they are altogether at variance with the studios regard for the welfare of the troops under his command, which he has always shown. Apologizing for the length of this letter,

I remain,

Your sincerely,

INQUIRER.

Hongkong, July 3rd, 1901.

#### THE PLAGUE.

Number of cases reported (Chinese).....1,435  
up till noon of the 2nd  
July, 1901..... Europeans.....20

Number of cases reported (Chinese).....4  
during the past 24 hours..... Europeans.....0

Total number of cases reported to date 1,514

Number of deaths reported (Chinese).....1,395  
up till noon of the 2nd  
July, 1901..... Europeans.....9

Number of deaths reported (Chinese).....4  
during the past 24 hours..... Europeans.....0

Total number of deaths recorded to date 1,441  
Since noon on Saturday last the cases and deaths are—

Cases Chinese.....26  
" Other Asiatics.....2  
" European.....1

Total.....29

Deaths Chinese.....25  
" Other Asiatics.....1  
" European.....0

Total.....26

The plague returns for last week were—  
Cases.....62  
Deaths.....61

The returns for 2nd July, 1894, were—  
Total deaths to date.....2,245  
New cases in previous 24 hours.....9  
Deaths in previous 24 hours.....14  
Patients under treatment.....102

We are pleased to report no fresh cases of plague amongst Europeans.

An Indian and a Japanese have been discharged as cured.

All the European cases are progressing favourably.

#### QUARANTINE.

The following was issued yesterday as a *Gazette Extraordinary*—

GOVERNMENT NOTIFICATION—NO. 370.

The following Telegram from H.B.M.'s Consul at Foochow is published:—

"Colonial Secretary, Hongkong."

"Quarantine imposed here on Ships from Hongkong, Swatow and Amoy."

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,

Hongkong, 2nd July, 1901.

#### AT THE MAGISTRACY.

##### SCOTLAND FOR EVER.

John Coleman was up again this morning and fined \$5.00 for being drunk and disorderly. We do not know if John is going to appeal on a point of law, being tried twice for the same offence. It appears it was a continuation of the same old drunk that he has fined yesterday-for, not a fresh one.

##### A ROGUE.

Tao To Koon was charged with being a rogue also a vagabond and with a *benchant* for sleeping in the open air and in fact no proper reason for being alive at all. His address for the next 14 days will be "Hongkong Gaol." Please knock and ring.

##### A QUIET GAME.

Eight Chinese gentlemen sat down to have a quiet flutter, when Inspector Cuthbert came in to take a hand. Result \$3.00 or 8 days, 1st defendant going to prison.

##### OVERLOADED.

E. S. Burchill charged the master of the *Shun Fat* launch with carrying 60 passengers in excess. Fined \$50 or 1 month. The fine was paid.

##### THEFT FROM THE PERSON.

Chu Shin Lin, a notorious law breaker, was charged with stealing a bangle from Leung Mun Hing, a boy of 7 years old. The evidence taken at great length, clearly proved the offence. The defendant was sentenced to three months' hard labour and 12 strokes with the birch.

#### NOTANDA.

##### CALENDAR.

##### JULY.

*Meteorological means based on fifteen years' observations to 1895.*

Barometer.....29.738  
Thermometer.....81.6  
Humidity.....83.0  
Rainfall.....14.210

##### TO-DAY.

Barometer.....29.67  
Temperature.....82  
Humidity.....91  
Rainfall.....0.84

##### TO-DAY.

Wednesday, 3rd July, 1901.  
Chinese—18th of 5th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 21min.  
Sets.....6hr. 47min.  
High water—Morning.....9hr. 3min.  
Afternoon.....1hr. 16min.  
Low water—Morning.....2hr. 49min.  
Afternoon.....5hr. 5min.

##### ANNIVERSARIES.

1842—Attempted assassination of Queen Victoria by John Bean.

1844—Treaty of Wanghsai signed.

1866—Battle of Sadowa.

1880—General Gordon arrived in Hongkong on his way to visit Li Hung-chang.

1890—Prince Phanrangsi and suite arrived in Hongkong.

1897—Death of Mr. J. M. Armstrong, Government Auctioneer.

1898—Aguinaldo proclaims the Republic of the Philippines and assumes office as President—Admiral Sampson destroyed Spanish fleet under Admiral Cervera at Santiago.

1899—Miss Ada Wallace drowned while boating at Shanghai.

##### TO-MORROW.

Thursday, 4th July, 1901.  
Chinese—19th of 5th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 21min.  
Sets.....6hr. 47min.  
High water—Morning.....9hr. 3min.  
Afternoon.....1hr. 16min.  
Low water—Morning.....2hr. 49min.  
Afternoon.....5hr. 5min.

##### ANNIVERSARIES.

1776—American Declaration of Independence.

1850—Integrity of Denmark guaranteed.

1863—Vicksburg surrendered to the Federals.

1875—The doorkeeper of a Shanghai mission found murdered at his post.

1879—General Grant presented to the Mikado.

1884—Telegraph cable between Hongkong and Macao completed.

1896—Public entry of the Tsar and Tsarina into St. Petersburg.

1898—French Atlantic liner *La Bourgoigne* collided with ship *Cromatys* in the Atlantic. 600 lives lost.

#### AGENDA.

TO-DAY.  
Cargo ex *Silesia* subject to rent.  
Cargo ex *Malacca* subject to rent.

TO-MORROW.  
Noon—T. K. Y. Co's steamer *America Maru* leaves for San Francisco, via Shanghai, etc.

10 a.m.—Douglas Co's steamer *Haitan* leaves for Swatow.

8 p.m.—Smoking Concert at the Masonic Lodge, Zealand Street.

FRIDAY, 5th.

N. Y. K. steamer *Kawachi Maru* leaves for Kobe and Yokohama, at daylight.

Cargo ex *Boulder* subject to rent.

The P. & O. Co's steamer *Bengal* leaves for Shanghai.

SATURDAY, 6th.

Noon—P. & O. Co's steamer *Chusan* with mails etc., leaves for Europe.

4 p.m.—C. S. N. Co's steamer *Yuen-sung* leaves for Manila.

12.15 p.m.—Meeting of the Shareholders of the Hongkong Electric Company, Ltd., at their offices.

C. N. Co's steamer *Tai-yuan* leaves for Brisbane, Sydney and Melbourne.

#### SUNDAY, 7th.

O. S. K. Co's steamer *Daijin Maru* leaves for Tamsui via Swatow and Amoy.

MONDAY, 8th.

Cargo ex *Acilia* subject to rent.  
Open-air concert at the Parade Ground, Headquarters, by the H. K. V. C.

WEDNESDAY, 10th.

O. S. K. Co's steamer *Maidaura Maru* will leave for Anping, via Swatow and Amoy.

THURSDAY, 11th.

Noon—N. D. L. Co's steamer *Krautshew* with mails etc., leaves for Southampton.

"Glen" Line steamer *Glenest* will be despatched for London and Antwerp.

FRIDAY, 12th.

The steamer *Indrapura* leaves for Portland (Or.) via Shanghai and Japan ports.

WEDNESDAY, 17th.

O. S. K. Co's steamer *Anping Maru* leaves at daylight for Foochow via Swatow and Amoy.

A. L. S. N. Co's steamer *Maria Valerie* leaves for Singapore etc.

#### SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers, transferred or on leave, etc. Friends will much oblige by giving this information:—

June 22nd.

Mr. Rattenbury, now in Hongkong, takes command of the *Diamante*, the present captain goes home to bring out a new steamer.

Mr. MacArthur, 2nd officer *Esmeralda*, is promoted 1st officer of that ship.

Mr. Johnstone, sails as 2nd officer of the *Esmeralda*.

June 24th.

Mr. Gibson, chief officer of the *Italian*, has been transferred to the *Haitan* in the same capacity.

June 25th.

Mr. Fraser ex 3rd mate of the *Diamante* is promoted 2nd mate.

Capt. Ramsay of the *Diamante* is going home on leave.

Mr. J. Evans has gone chief officer of the *Haitan*.

Mr. A. B. Short is acting chief officer of the *Haitan*.

Mr. C. Walker, late 3rd officer of the *Haitan*, is promoted 2nd officer of the *Italian*.

Mr. Alwood, recently on sick leave, has gone 3rd officer of the *Haitan*.

Mr. Fairfield, has been appointed supernumerary 2nd officer of the *Italian*.

June 26th.

The officers of the s.s. *Taiwan* are, Captain O. Anderson, chief officer C. Webb, and A. Burn, 3rd J. Carle, chief engineer J. Runcie, 2nd M. Murray, 3rd P. Maquire, 4th J. Smythe, chief steward J. Wilson.

June 29th.

Mr. G. A. Elliot of the s.s. *Whampoa* is ashore in Hongkong preparatory to passing for master.

July 1



# NIPPON: YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED sailings FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWASU MARU J. S. Thompson	KOBE and YOKOHAMA	FRIDAY, 3rd July, at Daylight.
IDZUMI MARU M. J. Curran	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th July, at 4 P.M.
WAKASA MARU J. B. McMillan	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU T. Murai	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at Noon.
BINGO MARU F. Davies	KOBE and YOKOHAMA	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU K. Kori	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 19th July, at Noon.
KASUGA MARU H. Fraser	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th July, at Noon.
YAWATA MARU A. E. Moses	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th July, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 29th June, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED sailings FROM HONGKONG.

AMERICA MARU (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.

### THE Twin Screw Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 4th July, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd July, 1901.

### PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

THE OREGON RAILROAD AND

NAVIGATION COMPANY.

Operating the New First-class Steamships

"INDRAVELLI," "INDRAPURA,"

"KNIGHT COMPANION,"

between

HONGKONG and PORTLAND (Or.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA,"

will be despatched for PORTLAND (Or.)

on FRIDAY, the 12th instant.

Through Bills of Lading issued to Pacific

Coast Ports and all Eastern, Canadian and

United States Ports.

For through Rates of Freight and further

Information communicate with or apply to

ALLAN CAMERON,

General Agent,

or to

SHEWAN, TOMES &amp; CO.

Hongkong, 2nd July, 1901.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

### THE Steamship

"CHUSAN,"

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 6th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 22nd June, 1901.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED sailings FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, WASH., IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Queen Adelaide	2,332	F. McNair	July 8
Olympia	2,337	J. Truebridge	July 16
Glenagie	3,750	W. Frakes	July 26

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation—First-class Table.

DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental train day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL &amp; Co., LIMITED,

General Agents.

Hongkong, 26th June, 1901.

### REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED sailings FROM HONGKONG.

"HUSSON" about 1st Aug.  
"JUPITER" about 1st Aug.  
"SATSUMA" about 1st Aug.

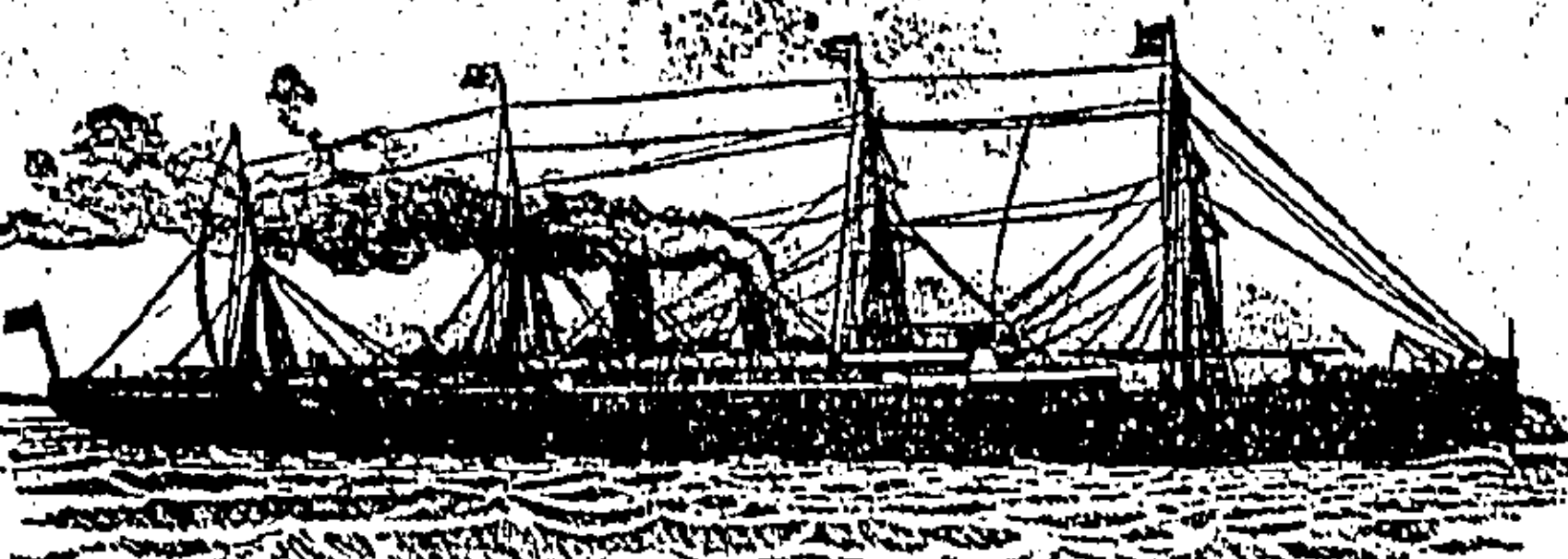
For Freight and further Information, apply to

DODWELL &amp; Co., LIMITED,

Agents.

Hongkong, 2nd July, 1901.

# U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

### PROPOSED sailings FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PEBU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

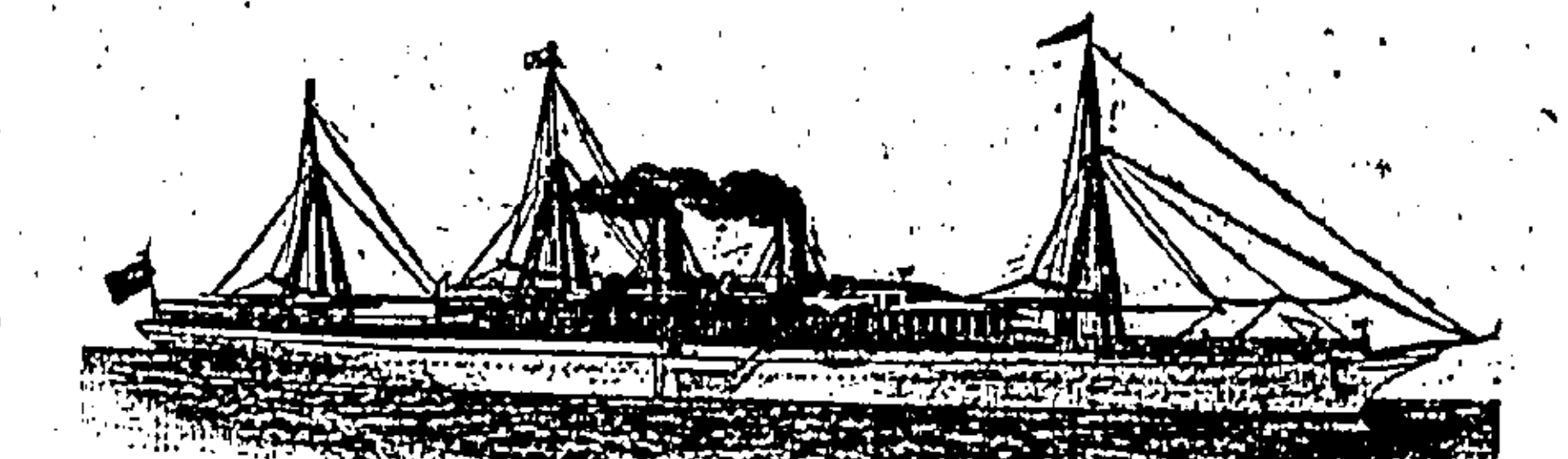
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 27th June, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

### PROPOSED sailings FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R. WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines; which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. HIGGINS, General Agent, Paddy's Street.

Hongkong, 26th June, 1901.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

### PROPOSED sailings FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,

No. 1, Queen's Buildings.

Hongkong, 13th June, 1901.

# Shipping—Steamers.

## CHINA NAVIGATION COMPANY LIMITED.

FOR	STEAMERS.	TO SAIL.
BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	6th July.
SHANGHAI	"WUOSUNG"	6th July.
TIENTSIN	"KWEIYANG"	10th July.
MANILA	"TAIWAN"	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"TAIWAN"	On or about 14th July.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 28th June, 1901.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PATROCLUS"	10th July.
" "	"STENTOR"	23rd July.
" "	"TANTALUS"	29th July.
" "	"IDOMEUS"	7th August.

LONDON	FOR	STEAMERS.	TO SAIL.
" "	" "	"PROMETHEUS"	11th July.
" "	" "	"ALCIBIUS"	23rd July.
" "	" "	"PELEUS"	6th August.
" "	" "	"GLAUCUS"	15th July.

(Taking Cargo at LONDON RATES.)

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 1st July, 1901.

### THE Steamship

FOR KOBE. "TSURUHIKO MARU," Captain K. Sumiki, will be despatched as above on SATURDAY, the 6th July, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. "YUENSANG," Captain P. H. Rolfe, will be despatched as above on SATURDAY, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 2nd July, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY. "MAIZURU MARU," Captain K. Sumiki, will be despatched for the above Ports, on WEDNESDAY, the 10th July.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th June, 1901.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. "INDRANI," Captain K. Sumiki, will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP. "GLENESK," Captain J. Rafferty, will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR, BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN," Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE TO VICTORIA (B.C.) AND SEATTLE, Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the

GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship "KAISOW," Tons 3,900. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 27th June, 1901.

SAILING VESSEL.

FOR NEW YORK. "I. F. CHAPMAN," THE 3/4 A. I. I. American ship, shortly expected here from KOBE, will load for the above Port and will have quick despatch.



**HONGKONG BANK'S PROTEST  
AGAINST COMMISSION ACT.****PROTEST DISMISSED.**

Manila papers of the 28th ult. state:—

The decision has been handed down by the Law Officer, Division of Insular Affairs of the War Department, and transmitted to the Commission, of the petition of Messrs. Hopkins and Hopkins, counsel at Washington for the Hongkong and Shanghai Banking Corporation, protesting against the Act No. 53 of the Taft Commission regarding the Banks and the currency. The Law Officer arrives at the conclusion that the law does not contravene the established principles by which property interests are protected in the United States, which was the basis of the protest, and the Secretary of War has concurred in this conclusion.

The Bank's protest, which was made on Feb. 18, objected to Section 1 of Act 53, which is as follows:—

"Section 1. Every bank of deposit in the Philippine Islands shall accept deposits both in the money of the United States and Mexican or other local currency, and shall honour cheques drawn on or repay such deposits in the kind of money in which they were made."

The objections set forth by Messrs. Hopkins and Hopkins were:—

1. That banks doing business in territory affected by said Act are, by the provisions of Section 1, deprived of their property without due process of law.
2. That the provisions of section 1 impose an undue restriction on the rights of contract possessed by the bank.

**CHINESE STEVEDORE COMBINE  
AT MANILA.**

The Manila Times of the 27th ult. says:—

From present indications Manila bids fair to emulate the United States in the matter of combines and corporations. Among other schemes now afoot is one hatched by ten prominent and wealthy Chinese, most of whom are interested in shipping and the various ramifications of that industry or business. Their plans are all matured, the necessary funds are forthcoming, and only favourable laws on the part of the Commission, such as will guarantee protection to Chinese labour, are awaited in order to put these dominant plans into operation. The Chinese stevedores have subscribed their names to a capital of \$5,000, which will be realized and produced at the proper time.

The object of the corporation is to improve the present methods of loading and unloading cargo in the bay and at the wharves. The system which has been approved is that now in use in Shanghai, and will take that for its model. Large lighters of from five hundred to a thousand tons will be bought or built. With these it is expected that the present mode of handling cargo could be considerably expedited, and that where now from four to five days are needed to unload a steamer, the same work will be done, by means of these lighters and other improved facilities, in from one to two or three days.

It is intended that the corporation shall employ mostly Chinese labour, although the managers will be American. The directors have already decided upon the men whom they believe most capable of superintending such a work and whom they will ask to take it in charge. These men are at present engaged in lines of local shipping in one capacity or another.

It is believed that the Chinese cargadores or labourers will be assisted greatly by the institution of such a system of lightering, as at present many of them find their positions rather precarious owing to the preference on the part of the government for Filipinos. At one time it will be remembered that the government refused to hire the Chinese labourer. Later an attempt was made to induce them to take the oath of allegiance to the United States, but nearly all declined.

A large part of the capital for the combine has been subscribed by Chinese merchants in Canton, most of which stock is held by those who hold interests in shipping. Through these men, the directors have obtained an option on a large number of launches now in the possession of the Hao Tai iron works in that city.

If the laws prove favourable, and the stevedoring organization should materialize, the prospects for the future prosperity look rosy in view of the large imports and exports which are bound to come with the country's development, and the introduction of the many steamship lines between here and America which are now in contemplation.

**CIVIL GOVERNMENT FOR THE  
PHILIPPINES.**

The following Executive Order was published in Manila on the 22nd ult.:

Executive Mansion, Washington, June 21st, 1901.

On and after the fourth day of July nineteen hundred and one, until it shall be otherwise ordered, the President of the Philippine Commission will exercise the executive authority in all civil affairs in the government of the Philippine Islands heretofore exercised in such affairs by the Military Governor of the Philippines; and to this end the Honorable William H. Taft, President of the said Commission is hereby appointed Civil Governor of the Philippine Islands. Such executive authority will be exercised under and in conformity to the instructions to the Philippine Commission, dated April seventh, nineteen hundred, and subject to the approval and control of the Secretary of War of the United States. The municipal and provincial civil governments which have been, or shall hereafter be, established in said Islands and all persons performing duties appertaining to the offices of civil government in said Islands will, in respect of such duties, report to the said Civil Governor.

The power to appoint civil officers heretofore vested in the Philippine Commission or in the Military Governor, will be exercised by the Civil Governor with the advice and consent of the Commission. The Military Governor of the Philippines is hereby relieved from the performance, on and after the said fourth day of July, of the civil duties heretofore described, but his authority will continue to be exercised as heretofore in those districts in which insurrection against the authority of the United States continues to exist or in which public order is not sufficiently restored to enable provincial civil governments to be established under the instructions to the Commission, dated April seventh, nineteen hundred.

**SKIPPER LIPTON.****AMUSING REMARKS AT SHAREHOLDERS'  
MEETING.**

Looking none the worse for his exciting adventures on board the challenger in the Solent, Sir T. Lipton recently met the shareholders in Lipton, Limited, at Winchester House.

Lipton's profit for the past year was £183,000, and on the Ordinary shares a dividend making 10 per cent. for the year will be paid. The

turnover of the company in the past year had exceeded that of any previous period, but the profits were not correspondingly large, on account of the high prices of provisions and an increased cost of materials used in the manufacture of goods.

Sir Thomas explained the policy of the business—keep the retail prices down and wait for better times. In other words, keep your customers in spite of fluctuations. The directors looked hopefully for a change in markets before long, and meantime the reserve fund stood at £50,000.

**SIR THOMAS AS SKIPPER**

Then a shareholder wanted to know what were the attendances of the directors at the meetings, and another saved beating about the bush by asking Sir Thomas if he paid as much attention to the business as formerly, or whether his yachting took up too much of his time. The Skipper's owner told them, in reply, that before he floated the business he was a great traveller, and now when on his yacht he was in constant touch with the central office. "I think it is a guarantee of my continued interest in the business," he said, "that I have never sold a share directly or indirectly, and own at present 400,000 Ordinary and 500,000 Preference shares, and half the Debentures."

And, he added, "some of ye gentlemen can't give for a holiday without all the world knowing it."—*Morning Leader.*

**VIVISECTION IN 1900.****IMPORTANT PLAGUE EXPERIMENTS.**

A return issued this morning, says the *Pall Mall Gazette* of May 31st, from the Home Office shows that the total number of experiments on living animals during last year was 10,839, being 2,370 more than in 1899. The return also specifies the number of experiments performed under various certificates.

It is gratifying to learn from the report that the regulations lay down that "if the pain is likely to continue after the effect of the anæsthetic has ceased, or if any serious injury has been inflicted on the animal, it must be killed before it recovers from the influence of the anæsthetic. In no case has a certificate dispensing with the use of anæsthetics been presented for an experiment involving a serious operation."

In the event of pain ensuing as the result of an inoculation, a condition attached to the licence requires that the animal shall be killed under anæsthetics as soon as the main result of the experiment has been attained.

The Secretary of State has expressed his opinion that experiments involving starvation to an extent calculated to cause pain are within the Act. The appearance of bubonic plague in this country has afforded an illustration of the value of the experimental method in diagnosis. It is of the greatest importance that this disease should be recognized as early as possible. This can only be done with certainty with the aid of inoculations into animals. Two fresh places were registered, and two new licences were granted during 1900, expressly to allow of the necessary experiments being performed in localities where infection was apprehended.

**THE BOILER COMMISSION  
AT WORK.****RACE FROM ENGLAND TO GIBRALTAR  
ARRANGED.**

PORTSMOUTH, May 28th.

The Admiralty Boiler Committee are now here, where their attention is occupied in making comparisons between the Belleville and Scotch boilers. These experiments the committee have decided to push to an interesting issue today. The second-class cruiser *Minerva*, the Scotch-boilered ship, finished her programme of what are reported to have been very satisfactory trials. To-morrow the second-class cruiser *Hyacinth*, the Belleville-boilered ship, begins a series of experimental runs. These will be at varying powers, and will include two thirty-hour, one twelve, and one eight-hours full power runs. All this is merely working to a climax, and a most interesting one, for the committee has decided that as soon as the cruises are through these preliminary trials they shall be started together on a full-speed run to Gibraltar. Practically it will be a race from England. The result, with the object of determining which is the better boiler to stand the strain of a long run at high pressure, such as would often have to be made in time of war. Both ships are 350 ft. long, with a displacement of 5,600 tons, but the *Hyacinth* is fitted with eighteen Belleville boilers, has engines of 10,000 horse-power, a speed of twenty knots and a coal capacity of 1,100 tons. The *Minerva* is six inches narrower than the *Hyacinth*, has eight Scotch boilers with engine power equal to, at natural draught, 8,000, and at forced draught 9,500, horse-power, with a top speed of just over nineteen knots. Her coal capacity is 1,000 tons.—*Pall Mall Gazette Cor.*

**THE COLLIERY DISASTER IN  
WALES.**

Home papers just received report:—

Thirteen more bodies of the victims of the explosion at the Universal Colliery have been brought to the bank. The total number now recovered is fifty-one, leaving thirty-one still in the pit. Corruption has been so rapid that the task of identification is rendered very difficult and painful. The explorers have found it necessary to swathe mouth and nostrils in bandages steeped in disinfectants.

The carcasses of six horses have also been brought up. The work of exploration is proceeding rapidly. The scenes on the pit banks as the bodies are brought up are painful in the extreme.

**EXPLORERS OR GLOBE  
TROTTERS?**

All Anglo-Indians will sympathize with the resentment against uninvited guests that has been lured into print by Sir Harry Johnston's protest against the plague of explorers in Central Africa, says the *P. M. Gazette*. A man who comes out with introductions from personal friends and is careful not to overstay his welcome is one thing. The snob who loafs through India at other people's expense on the score of acquaintances dexterously scraped up at the clubs will drive even the most hospitable into misanthropy. Yet what district magistrate knows not him, his gorgeous apparel, and his parading readiness to teach those Indians how to be governed? Affairs must be worse in Uganda by all accounts, since salaries rule low there, and the stock of medicines and luxuries lower still. Yet up comes your explorer or sportsman with a horde of Zanibar porters at his heels, and looks upon uninvited entertainment as his right. Six months afterwards he will probably cut you in Piccadilly. The Biblical injunction about being careful to entertain strangers was issued before the age of cheap passages.

Intimations.  
**CLUB WHISKY**  
has reached the front rank because it is the best value on the market.

\$12 PER DOZEN.

H. PRICE & Co.,

12, QUEEN'S ROAD.

Hongkong, 20th June, 1901.

**W. H. POTTS & Co.,**  
3, QUEEN'S BUILDINGS.  
WINE, SPIRIT AND CIGAR  
MERCHANTS.  
DIRECT IMPORTERS:

ALHAMBRA CIGAR,  
"KIRIN" BEER,  
HARVEY'S OLD VINTAGES.

**PETER SYS' WONDERFUL SPECIFIC.**  
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for  
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION  
OF THE BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.  
Sold retail by all Chemists and Wholesale.

by THE PETER SYS COMPANY,  
(Proprietors and Sole Manufacturers)  
9, Old China Street,  
Shanghai.

10th October, 1898.

**THE ROBINSON**  
PIANO CO., LIMITED.

BEST VALUE IN  
**PIANOS.**  
MONTHLY PAYMENT  
SYSTEM.

TUNING. REPAIRS.  
Our Speciality.

INSTRUMENTS.  
STRINGS.

**MUSIC.**  
Grand stock, reduced to clear.

Hongkong, 28th May, 1901.

**DROZ & Co.,**  
WATCH MANUFACTURERS,  
STEAM FACTORY ESTABLISHED 1864.  
ST. IMIER, SWITZERLAND.

SPECIALITIES:  
LEVER WATCH & CHRONOMETERS.  
TRADE MARKS:  
MAXIM, BERNA, &c.

REPAIRS OF WATCHES AND CLOCKS  
by competent European experts at  
Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.  
Hongkong, 15th May, 1901.

WORTH A GUINEA A BOX.

**BEECHAM'S  
PILLS**

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AILMENTS.  
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS FOR HONGKONG and the  
EMPIRE OF CHINA:—  
WATKINS, LIMITED,  
APOTHECARIES' HALL, 66, Queen's Road  
Central, Hongkong.

**NOTICE**  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

**JEYES  
FLUID**

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.  
W. G. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 26th March, 1898.

**CHS. J. GAUPP & Co.,**  
CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
CHARTS and BOOKS.  
NAUTICAL INSTRUMENTS,  
Sole Agents for Louis Audemars' Watches,  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.

No. 44 & 46, Queen's Road Central.

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 11  
La-Hong Road.

IS now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.

Hongkong, 12nd September, 1898.

**COTTAM & Co.**  
THIS WEEK'S SPECIALITY:  
ENGLISH & AMERICAN TRAVELLING  
TRUNKS.  
SUMMER UNDERWEAR:  
THE VERY LATEST IN SHIRTS,  
COLLARS and SCARVES.

Hongkong, 26th Jun., 1901.

**G. GIRAULT,**  
6, QUEEN'S ROAD CENTRAL.  
ARRIVAL OF THE LATEST PRESERVED  
AMERICAN DAINTIES.  
Just Opened, Call and Inspect. Best quality,  
direct from the Factory.

Hongkong, 25th June, 1901.

**C. E. WARREN,**  
BUILDING CONTRACTOR,  
No. 25, ABERDEEN STREET.  
SANITARY APPLIANCES SUPPLIED  
and FIXED. DRAINS, TRAPS,  
WASTE PIPES, &c. CLEANSED and RE-  
PAIRED. Sanitary Board Notices receive  
prompt attention. Agent for MOSAIC TILES.  
Prices on Application.

Hongkong, 13th February, 1901.

**THE BRITISH NORTH BORNEO CO.**  
APPLICATIONS are invited for the  
POSITION OF SUPERINTENDENT  
AT PUBLIC WORKS and GOVERNMENT  
SURVEYOR. Applications and Copies of  
Testimonials to be sent to the undersigned,  
from whom terms may be learnt. Appointment  
to be taken up as soon as possible.  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 26th January, 1901.

**F. BLACKHEAD & Co.,**  
SHIPCHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS,  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAUJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAMLER'S PATENT MOTOR  
LAUNCHES, &c.

Sole Agents for  
FEDERSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
WHOLESALE AND RETAIL OF  
SHIRTS, STORES AND REQUISITES.  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896.

Intimations.

NOTICE.

THE attention of the community is drawn  
to the fact that SIGNATURE SHEETS,  
to be attached to a Petition to the Right  
Honorable the Secretary of State for the  
Colonies, asking for the Appointment of a  
Commission to Inquire into the Sanitary Con-  
dition of Hongkong, &c., are open for Signature  
at the following places:—  
Messrs. A. S. Watson & Co., Ltd.  
Messrs. Kelly & Walsh, Ltd.  
Messrs. Lane, Crawford & Co.  
Messrs. W. Brewer & Co.  
Messrs. Calbeck, Macgregor & Co.  
The Robinson Piano Co., Ltd.  
The Victoria Dispensary.  
Messrs. Watkins, Ltd.  
The Hongkong Hotel, Ltd.  
The Peak Hotel.  
The Hongkong Daily Press Office.  
Mr. H. Rutledge's Kowloon Store.  
Copies of the Petition may also be seen at  
the above places.

Hongkong, 2nd July, 1901.

**A. LING & Co.,**  
FURNITURE STORE.  
(Next Door to Messrs. WATKINS & Co.)  
QUEEN'S ROAD CENTRAL.  
Speciality:  
FOOCHOW LACQUER WARE.

Hongkong, 18th June, 1901.

**NEW GOODS.**

PLENTY  
IN  
H. AND

**JAPANESE CURIOS.**

D. NOMA,  
No. 12,  
Hennessyfield  
Arcade,  
Opposite the City Hall.

Hongkong, 30th April, 1900.

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWEL-  
LERS and WATCHMAKERS.

EASTMAN'S  
KODAKS and FILMS.  
Sole Agents for CLEMENTS' WHEELS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the BEST.

40, QUEEN'S ROAD,  
Watson's Building.

**DENTISTRY.**  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.

Hongkong, 31st January, 1901.

**SIEN TING,**  
SURGEON DENTIST,  
No. 14, D'AGUIAR STREET.  
TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1898.

**DENTISTRY.**  
AMERICAN SYSTEM, WONG HO-MI,  
SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.  
10, QUEEN'S ROAD CENTRAL.  
Hongkong, 2nd January, 1901.

**Insurances.**  
THE VAN ON MARINE AND FIRE  
INSURANCE CO., LIMITED.  
CAPITAL .....\$1,000,000

THIS Company is prepared to issue Policies  
of Insurance against MARINE and  
FIRE RISKS from and after This Date.  
CHAN YUT NGAM,  
Secretary.

Hongkong, 1st July, 1901.

**NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.  
Hongkong, 28th May, 1898.

**For Sale.**  
FOR SALE.

**"MUENCHEN"**  
4,530 tons gross, 2,855 tons net,  
as she now lies in the COSMOPOLITAN DOCK  
at Kowloon, Hongkong, in damaged condition,  
with all her gear, tackle, engines, boilers,  
machinery and appurtenances now on board.  
For Particulars and Inspecting Order, apply  
to

MELCHERS & CO.,  
Agents.  
NORDDDEUTSCHER LLOYD.  
Hongkong, 28th June, 1901.

**FOR SALE, CHEAP.**  
A COTTAGE PIANO by BORD, of PARIS;  
Three years old, in Excellent Condition.  
For Price, &c., apply to  
THE ROBINSON PIANO CO.  
Hongkong, 27th May, 1901.

**To be Let.**  
TO LET.

A HOUSE in KIPON TERRACE.  
HOUSES at LEIGHTON HILL.  
"FAIRVIEW"—KOWLOON.

Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 26th June, 1901.

**TO LET.**  
POSSESSION APRIL 1ST.

1, STEWART TERRACE.  
Apply to  
J. W. NOBLE.  
Hongkong, 6th March, 1901.

**Consignees.**  
FROM HAMBURG, BREMEN, ROTTER-  
DAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship  
"SILESIA."

Captain Bahle, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.,  
TO-DAY.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 3rd July, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 3rd July, at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 26th June, 1901.

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamship  
"MALACCA,"  
FROM ANTWERP, LONDON, PORT SAID,  
SUZEE AND STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark  
and delivery can be obtained as soon as the  
Goods are landed.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 P.M. TO-DAY.

Goods not cleared by the 3rd July, at  
4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged Packages must be left in the  
Godowns and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the Vessel's arrival here, after which  
no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 27th June, 1901.

**TOYO KISEN KAISHA.**  
NOTICE.

CONSIGNEES of CARGO per Steamship  
"AMERICA MARU,"  
The above Steamer having arrived, Consignees  
of Cargo are hereby requested to send in their  
Bills of Lading for countersignature, and to  
take immediate delivery of their Goods from  
alongside.

Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.

GEORGE ECKLEY,  
Acting Agent.  
Hongkong, 27th June, 1901.

**"BEN" LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.

S.S. "BENALDER,"  
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence and/or from the wharves  
delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after 5th July, will be subject to  
rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 5th July, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 29th June, 1901.

**FROM HAMBURG, PENANG  
AND SINGAPORE.**  
THE H.A.L. Steamship  
"ACILIA,"  
Captain von Döhren, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.



The Share Market.

Latest Quotations.

(July 3rd.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	390 1/2 premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	1 1/2
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders	£ 1	\$15 sellers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	\$120
Yantai Ins. Assoc. Co., Ltd.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350
China Fire Ins. Co., Ltd.	\$ 20	\$85 sales
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$35 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$152
China & Manilla S.S. Co., Ltd.	\$ 50	\$62
Douglas Steamship Co., Ltd.	\$ 50	\$52
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	\$7 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	\$ 10	\$23 buyers
Star Ferry Co., Ltd.	\$ 25	\$2 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£2 1/2
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$145 sellers
Luroo Sugar Refining Co., Ltd.	\$100	\$36
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 9	\$6
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	£ 250	\$325
Queen Mines, Ltd.	25 cts.	0 cents sellers
Jelebu Mining and Trading Co., Ltd.	\$ 5	\$4 sellers
Rambling Gold Mining Co., Ltd.	\$ 100	\$121
Oliver, Freehold Mines, Ltd.	\$ 5	\$1
Oliver, Freehold Mines, Ltd.	\$ 5	\$1
Doors, Wharves and Godowns.	\$ 50	\$310 sales
Hongkong & Wharves Dock Co., Ltd.	\$ 50	\$104
Hongkong & Wharves Dock Co., Ltd.	\$ 50	\$104
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	nominal
New Army Dock Co., Ltd.	\$ 64	\$224 buyers
<b>China Provisional Loans &amp; Mortgage Co., Ltd.</b>		
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$300 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$30 sales
Co., Ltd.	\$ 50	\$54 sales
H'kong Hotel Co., Ltd.	\$ 50	\$128 buyers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 sellers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$91 buyers
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
<b>Cigar Companies.</b>		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 10	\$60 sellers
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$104 sales
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$114
Watkins, Limited	\$ 10	\$24
Hongkong Electric Co., Limited	\$ 10	\$12.90
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$175 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$180 sales
H'kong High-Level Tramways Co., Ltd.	\$100	\$240 buyers
Dairy Farm Co., Ltd.	\$ 60	\$72 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos Estem Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 20	\$20 sales
H. K. Steam Water-burn Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manlin Investment Co., Ltd.	\$ 50	\$50
<b>BENJAMIN KELLY &amp; POTTS, Share Brokers.</b>		
Telegraph Address—"Rialto"		
Telephone 320		

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Jones, Capt.
Angus, Mrs.	Irvine, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Joseph, Mr. and Mrs. E. S.
Baile, Mr. W. S.	Katsch, Mr. E. A.
Bell, Mr. and Mrs. O.	Kiene, Mr. and Mrs. F.
Benjamin, Mr. David	Kirkwood, Mr. J.
Berger, Mr. F. J. G.	Kirkwood, Mr. J.
Black, Mr. J.	Lilledale, R.E., Major
Bowers, Dr. F. H.	R. F.
Brandreth, R.N., Lt.	Long, Mr. and Mrs. D. M.
Mrs.	Macdonald, Capt. D. M.
Brown, R.E., Major W.	Macdonald, Mr. D.
B.	Marlow, Mr.
Brown, Mr. J.	Meurer, Mr. A.
Burnie, Mr. C. M. G.	Parfitt, Mr. W.
Bustow, Mr.	Pascual, Mr. C.
Cameron, Mr. D. H.	Polaris, Mr. H.
Chait, Mr. A. W.	Price, Mr. H.
Clark, Dr. & Mrs. F.	Reel, Dr. L. R.
Clarke, Mr. W. G.	Reich, Mr. A. H.
Cole, Mr. G. E.	Robertson, Mr. W. R.
Colson, Mr. J. S.	Robinson, Mr. V.
Cunningham, Mr. P. A.	Schoew, Mr. C.
Davis, Mrs. W. & child	Sergeant, Mr. P. W.
Dennis, Mr. W.	Smithers, Mr. R. G.
Denroche, Mr. P. C.	Stevens, Mr. H. Goyne
Devilbiss, Mr. D. M.	Taylor, Mr. D. G.
Discombe, Mr. G. M.	Thomas, Mr. Harry
Dorehill, R.A., Major	Tibbey, Mr. H. M.
Dyson, Capt. P. S.	Tucker, Mr. F. M.
Ellis, Mr. F.	Valentine, Mr.
Emery, Mr. F.	Wakeman, Mr. G. H.
Fernald, Mr. and Mrs.	Watts, Mr. and Mrs.
Gavin, Mr. G.	Frank W.
Gibson, Mr. Kennedy	Whaley, Mr. W. J. G.
Glover, Mr. C.	Whaley, Mrs. William
Grant, Mr. John	Whitton, Mrs. M. M.
Griffin, Mr. J. E.	Wild, Lieut. and Mrs.
Hall, Capt. T. P.	Williamson, Mr. and
Harold, Mr. W.	Mrs. A. and child
Holbrook, Mr. B. F.	Williamson, Mrs. J. and
Howard, Mr. Thos.	child
Huke, Mr. A. N.	Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Martin, Mr. R.
Benjamin, Mr. S. S.	Miller, Mr. and Mrs.
Bonarr, Mr. J. W. C.	Perrot, Col.
Brayne, Mr. H. F. R.	Pitt, Mr. John, R.N.
Brosse, Mr. G. H.	Pollock, Hon. H. E.
Collard, Col. A. W.	Prynn, Capt. R.A.M.C.
Croft, Mr. F.	Prynn, Mrs.
Ezekiel, Mr. J. S.	Quisthoff, Mr. W. A.
Ezekiel, Mr. R. M.	Robble, Mr. W. A. (U.
Forbes, Mr. Andrew	S. Consul of America)
Fraser, Mr. and Mrs.	Robble, Mrs. W. A.
H. W.	child and maid
Fraser, Mr. J. W.	Rumsey, R.N., Hon.
Graham, Mr. D. M.	R. Murray
Harston, Dr. and Mrs.	Shelton, Mr. Edward
G. M.	Sinclair, Mr. A.
Gumpert, Mr. and Mrs.	Stokes, Mr. A. G.
Hughes, Col. G. A.	Thomson, Mr. J. J.
Jeffreys, Mr.	Tomlin, Mr. G. L.
Jeffreys, Mr. H. N.	Wheeler, Mr. H. B.
Lang, Dr. K.	Wheeler, Lt. Col. J. L.
Lang, Mr. J. E.	Wigless, Mr. W. T.
Mackie, Mr. Gordon	Wright, Mr. and Mrs.
H. Taylor	

GRATIFICATION.

Anderson, Mr. Jas.	Helms, Mr. W.
Beattie, Mr. and Mrs.	Langlands, A.O.D.
J. M.	Capt. and Mrs. P.
Brown, Mr. and Mrs.	Pye, Mr. E. Burns
H. Matheson	Sisters, Govt. Civil
Crouch, Mr. J. W.	Hospital
Edwards, Mr. G. H.	Volpicelli, Consul
Grimble, Mr. & Mrs. G.	Yeats, Mr. and Mrs.
Heenskerk, Mr. J. B.	F. H.

KOWLOON HOTEL.

Baners, Mr. F.	Earby, Mr. E. A.
Brandstetter, Capt.	Laxton, Mr. R. W.
Cleasby, Mr. W. H.	Mobbs, Prof. A. P.
Davies, Mr. W.	Sater, Mr. F.
Deans, Miss R. A.	Spittles, Mr. J.

EXCHANGE.

Hongkong, 3rd July.	
ON LONDON, Telegraphic Transfer, 1/11 7/16	
" Bank Bills, on demand 1/11 7/16	
" Credits, 4 months' sight 1/11 7/16	
ON BERLIN (demand) 1/11 7/16	
ON PARIS, Bank Bills, on demand 1/11 7/16	
" Credits, 4 months' sight 1/11 7/16	
ON NEW YORK, Bank Bills, on demand 1/11 7/16	
" Credits, 30 days' sight 1/11 7/16	
ON BOMBAY, Telegraphic Transfer 1/11 7/16	
ON SHANGHAI, Telegraphic Transfer 1/11 7/16	
" Private 30 days' sight 1/11 7/16	
ON YOKOHAMA, T.T. 1/11 7/16	
Sovereigns, Bank's Buying Rate 1/11 7/16	
Gold Leaf 100 touch, per tael 52 3/4	
Bar Silver 52 3/4	
Dollars 27 1/2	

OPIMUM QUOTATIONS.

Hongkong, 3rd July.	
New Patna 950 per chest	
Old Patna 950	
New Benares 940 per picul	
Old Benares 940	
New Malwa 840	
Old Malwa 850/880	
Persian, paper tied 815	

VESSELS IN PORT.

<b>Steamers.</b>	
ACILIA, German steamer, 3,500 W. V. Döhren, 30th June, Singapore 25th June, General.	Stiemensen & Co.
AMERICA MARU, Japanese steamer, 6,307 P. H. Goto, 27th June, San Francisco 29th May, and Shanghai 24th June, Mails and General.—S. Van Veen.	
ARETHUSA, American steamer, 2,124 See-combe, 10th June, Manila 15th June, Ballast.—U. S. Government.	
AUSTRALIAN, British steamer, 3,000 P. T. Helms, 19th June, Sydney 30th June, Brisbane 27th, Townsville 30th, Cairns 31st, Thursday Island 3rd June, Port Darwin 6th, Timor 8th, and Manila 15th, General.—Gibbs, Livingston & Co.	
BURNSIDE, American steamer, 1,400 A. H. Laffin, 14th April, Manila 11th April, Calcutta, General.	Cassius & Co.
CASSIUS, German steamer, 1,434 T. Gerlach, 30th June, Maj 22nd June, Coal.—Lauis, Wegener & Co.	
DEVAYONGSE, German steamer, 1,077 H. Textor, 2nd July, Koh-i-chang 26th June, General.—Butterfield & Swire.	
DEVONSHIRE, British steamer, 3,364 A. Coull, 17th June, New York 14th April, and Port Said 17th May, Kerosine.—Standard Oil Co.	
ELSA, German steamer, 1,701 Schonwandt, 29th June, Hongkong 27th June, Coal.—Jensen & Co.	
ELSE, German steamer, 905 J. Petersen, 30th June, Tokyo via Shanghai 30th May, General.—Jensen & Co.	

GERMANIA, German steamer, 1,713 A. Hendrix, 30th June, Bangkok 23rd June, Rice.—Jensen & Co.

HAITIAN, British steamer, 1,183 J. S. Roach, 2nd July, Foochow 28th June, Amoy 30th, and Swatow 1st July, General.—Douglas, Lapraik & Co.	
ITURDA, British steamer, 3,361 M. England, 2nd July, Calcutta 19th June, and July, Canton 1st July, General.—Chin-nese.	
KANSU, British steamer, 1,240 A. Arnold, 2nd July, Canton 1st July, General.—Chin-nese.	
KASHING, British steamer, 1,158 R. Sanderson, 1st July, Hongkong 29th June, General.—Butterfield & Swire.	
KEONHAI, German steamer, 1,115 A. von Rieger, 25th June, Bangkok and Swatow 24th June, General.—Butterfield & Swire.	
KOH-SI-CHANG, German steamer, 1,291 Leuz, 18th June, Bangkok 11th June, Rice.—Butterfield & Swire.	
LISCUM, American steamer, 100 F. Miller, 30th June, Shanghai 26th June.	
LOWTHER CASTLE, British steamer, 2,961 Jackson, 2nd July, Yokohama 5th June, and Amoy 30th, General.—Dodwell & Co., Ltd.	
LOYAL, German steamer, 1,237 Weidlich, 28th June, Bangkok 20th June, General.—Sander, Wieler & Co.	
MAUSANG, British steamer, 1,514 Walsh, 21st June, Sandakan 15th June, Timber.—Jardine, Matheson & Co.	
MUNCHING, German steamer, 4,691 Krebs, 28th May, Caroline Islands 15th May, Ballast.—Melchers & Co.	
NANSHAN, British steamer, 1,299 Allan Jones, 27th June, Newport, Mon. 10th May, Coal.—Bradley & Co.	
OAK BRANCH, British steamer, 2,064 H. Scheel, 12th June, Mororan 4th June, Coal.—Dodwell & Co., Ltd.	
PHRA CHOM KLAO, British steamer, 1,100 Morris, 27th June, Bangkok 21st June, Rice.—Butterfield & Swire.	
POMPEY, American steamer, 785 J. H. Serive, 21st Mar., Manila 18th Mar., Coal.	
QUEEN ADELAIDE, British steamer, 1,835 F. McNair, 21st June, Tacoma via Ports 8th May, General.—Dodwell & Co., Ltd.	
ROCKLIGHT, British steamer, 1,550 Welch, 1st July, Shanghai 26th June, Ballast.—Arnold, Karberg & Co.	
ST. ENOCH, British dredger, 650 R. Rawcliffe, 30th May, Wei-hai-wei 21st May.	
SIMONGAN, Dutch steamer, 1,818 Sandman, 17th April, Samarang and Saigon 29th March, Sugar.—Yuen Fat Hong.	
TSURUHIKO MARU, Japanese steamer, 1,240 Ikigami, 2nd July, Keelung 29th June, Coal.—Nippon Yusen Kaisha.	
WONGKOK, German steamer, 1,115 W. Bartling, 29th June, Bangkok 24th June, General.—Melchers & Co.	
YUENSANG, British steamer, 1,128 P. H. Rolfe, R.N.R., 2nd July, Manila 29th June, General.—Jardine, Matheson & Co.	

Sailing Vessels.

CELESTE "BURKILL, British ship, 1,764 C. A. Taylor, 29th May, Manila 9th May, Ballast.—Orr.	
HOLLISWOOD, American ship, 1,084 E. M. Knight, 14th June, Fremantle, W.A. 3rd May, Sandalwood.—Orr.	
MANUEL LLAGUNA, American ship, 1,650 Nichols, 29th June, New York 3rd Mar., Kerosine Oil.—Standard Oil Co.	
MARECHAL DE VILLARD, French bark, 1,171 Rionat, 31st May, Cardiff 4th Jan., Coals.—E. A. Trading Co.	
SEA WITCH, American ship, 1,172 Howes, 21st Feb., Manila 18th Feb., Ballast.—Master.	
SUSSEX, British bark, 1,212 Guthrie, 17th May, Fremantle 26th Mar., Sandalwood.—Master.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 3rd, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. F. M. Cradock, Shanghai.	
Algerin, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Shanghai.	
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Stratton, Woosung.	
Argentine, 1st-class cruiser, 11,000 tons, 16 guns, 16 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Asura, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.C., Shanghai.	
Aurora, 1st-class cruiser, 4,600 tons, 8,500 i.h.p., 12 guns, Capt. E. L. Evelyn, C.B., Foochow.	
Barfleur, 1st-class battleship, 12,500 tons, 14 guns, 13,663 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.C., Woosung.	
Bonaventure, 2nd class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawle, en route Home.	
Brantley, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Weihai.	
Brish, 3rd-class cruiser, 1,770 tons, 6 guns, 5,000 i.h.p., Commander Sir Bouchier Wrey, Bart., Hankow.	
Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.	
Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 i.h.p., Capt. J. R. Jellicoe, R.N., en route Home.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.	
Dido, 2nd-class cruiser, 3,600 tons, 11 guns, 9,000 i.h.p., Capt. Tildard, Hongkong.	
Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, en route Weihai-wei.	
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.	
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,500 i.h.p., in reserve.	
Firedrake, 3rd class gunboat, 455 tons, 4 guns, 300 i.h.p., Canton.	
Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Japan.	
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. White, Shanghai.	
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.	
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comd. G. C. Handy.	
Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, en route Home.	
Humber, storeship, 1,640 tons, 804 i.h.p., Com. H. J. Davison, Shanghai.	
Isis, 2nd-class cruiser, 3,650 tons, 11 guns, 9,000 i.h.p., Capt. Charles Windham, Weihai-wei.	
Janus, torpedo-boat destroyer, in reserve.	
Linnat, gun-vessel, 756 tons, 4 heavy guns, 4 pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.	
Isard, 1st-class gunboat, 255 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Singapore.	
Ocean, 1st-class battleship, 12,550 tons, 15,500 i.h.p., 16 guns, Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.	

Orlando, 1st-class cruiser, 5,000 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Offer, torpedo-boat destroyer, Lieut. and Comd. C. P. Mansel, Shanghai.	
Phaeta, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.	
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Capt. Oldham, Hongkong.	
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.	
Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. O. V. de M. Cowper, Shanghai.	
Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Comd. C. F. Corbett, Shanghai.	
Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.	
Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Singapore.	
Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.	
Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.	
Swift, 2nd-class gunboat, 755 tons, 6 guns, 870 i.h.p., Hongkong.	
Taku, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.	
Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.	
Taman, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.	
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	
Waterlily, surveying ship, 620 tons, Lieut.-Comdr. Lyne, Manila.	
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, U.S.O., Shanghai.	
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.	
Woodcock, river-gunboat, 2 guns, 560 i.h.p., Lieut.-Comdr. Watson, Kluikang.	
Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.	

Miscellaneous.

# Miscellaneous.

*Aspern*, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

*Donau*, Austrian cruiser, 2,340 tons, Captain Victor Bress v. Sambuchi, Singapore.

*Holland*, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.

*Kaiserin Elisabeth*, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Shanghai.

*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.

*Leopard*, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

*Maria Theresia*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bress Ritter v. Sambuchi, Shanghai.

*Piel tje*, Dutch cruiser, 5 guns, 3,600 tons, 4,730 i.h.p., Capt. Jansen, Taku.

*Príncipe*, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

*Prinz*, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.